

The Daily Astorian.

ASTORIA, OREGON:

SATURDAY FEB. 5, 1881

D. C. IRELAND Editor.

Live Stock and Leather.

Intimately connected with the live stock interests of this country is the increasing consumption of leather. We do not produce leather enough, by a vast amount, to supply our wants. During the year ending June 30th last, there were imported into this country raw hides valued at nearly 30,000,000, and leather valued at nearly \$12,000,000. During the same time we exported hides and leather valued at \$7,000,000. Here is a difference of \$35,000,000 paid to foreign countries during the last fiscal year; and it is shown by the returns that the consumption of leather of all descriptions increases every year, while the sources of supply are no greater than they were a score or more of years ago. Aside from the increase in our population, there are several prominent causes for the rapid increase of this consumption. Shoes made from cloth of different kinds are not worn as much as formerly; at all events their use has not kept pace with the increase of population. At the south the demand for boots and shoes has very largely increased within the decade just past, and the Indian has fallen rapidly into the fashion among the whites, by throwing away his moccasins, while thousands of foreigners seeking our shores have dropped their sabots for leather footwear. The largely increased demand for harness, growing out of the use of horses on so many farms where oxen were employed fifteen and twenty years ago, furnishes additional reason for the notably increased consumption of leather of late years. These are some of the causes which are operating to produce the increased consumption of leather.

It may be asked, what this has to do with live stock, or how it affects that interest. It has an intimate connection with it and at the same time affects, very materially, the industries and wealth of the country in other directions. Of the value of the hides sent across the ocean we can form no definite estimate for the approximate number of beasts exported is not at hand; but that it is immense is known to all. These hides, or their equivalent in others, or in leather we are obliged to import, and many more besides. It is a question, after all, whether in scheduling the United States under its foreign diseases act, the British government did not blindly do us a favor in disguise and itself an injury in more directions than one, simply to appease the clamor of its farming interests. So far as hardship to American farmers and shippers is concerned by the sweeping order of the Privy council, that action is not relieved by any remote mitigating circumstances, or ultimate advantage to us; and if we fail to take advantage of them the fault is our own. Looking at the subject in all of its bearings, the important inquiry confronts us whether it would not be to our advantage to ship dead meat altogether by one or more of the systems of cold storage, which are known to be practical and effectual, than to send fat live cattle across the ocean. The chief obstacle in the way of the adoption of the system, however, is the disinclination of English butchers and dealers in beef to provide cold storage for the meat at Liverpool and interior points, where a considerable portion of it could be sold. With such suitable receptacles provided, there would doubtless be much less risk to those engaged in supplying the English markets with American beef than now attends the transportation of live beasts. And another thing worth considering is this: From present indications it is not improbable that there will soon be a modification of the restrictions put

upon the importation of American cattle into Great Britain, so as to allow the admission of "frames"—cattle not fat—which English and Scotch farmers and feeders are desirous of obtaining to fatten for British markets. We doubt very much the wisdom of sending such cattle abroad. There is more profit in putting grass and grain into beef and pork and selling them in that form than sending the raw material abroad, and if the difficulties attending the preservation of fresh meat after its arrival on the other side of the water can be overcome (and that they can be if enterprising foreigners will employ well-established methods—or some "blasted Yankees" will take the initiative—is certain), the whole problem will be satisfactorily solved. Thus, not only farmers and feeders, but the entire people would be the gainers in various directions, and from every point of view, as we believe, if the exportation of live cattle should cease and the equivalent of the beasts in dead meat was shipped instead, it would be a great advantage to the United States. We say this in the shape of the fact that the shipments of dead meat have fallen off during the year, and the exportation of cattle has increased; but this is accounted for, not because the shipment of beef quarters is impracticable, but on account of the preference of English butchers and others for beef slaughtered upon its arrival at the point of debarkation, the reasons being, no doubt, purely those promoted by self interest.

Silk-Worm Eggs.

On the 15th of December at 8 o'clock in the morning, four car-loads of silk-worm eggs started by the way of the Central Pacific, the Northwestern and the Pennsylvania roads, on their way to the east. These precious cargoes are brought overland periodically. The four car-loads which started from San Francisco on the 15th, and passed through Chicago on the 20th of December, were valued at \$2,000,000. The cargoes are brought across the continent under special contracts, the carriers undertaking no liability for their safe carriage. It is absolutely necessary that the temperature of the cars should be maintained equally between 40 and 70 degrees. At 40 the eggs are chilled and ruined. At 70 the hatching is hurried, and the worms are produced before they have anything to feed upon. In case of accident, causing a delay in the mountains, the cars might become chilled, and a total loss be entailed. The time made in the last shipment was extraordinary. On the night of December 14th the eggs arrived in San Francisco from Japan; at 8 A. M., December 15, they were started on their way over the Central Pacific railroad; on the morning of December 20 they reached Chicago, and a few days later they were in New York. They were immediately put on board the French steamer Labrador, and in an hour after their arrival in Jersey city they were on their way to France.

Major William Gouverneur Morris, United States treasury agent, will soon transmit to Washington a very exhaustive report on Alaska and its resources, in fact a more valuable and complete treatise on that section than he has ever produced before, all of which means that he is faithfully performing the herculean task of bringing Alaska properly before the public mind. We confidently expect to see congressional legislation in the near future that will emancipate Alaska from her crude and inefficient form of government.

Mr. William H. Vanderbilt, who once could not raise a few hundred dollars to pay off a mortgage on a Staten Island farm, is now worth \$100,000,000. Jay Gould is thought to be worth \$50,000,000. Astor is worth \$30,000,000. J. B. Keene has \$10,000,000. Ex-Governor E. D. Morgan is thought to be good for the same amount.

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Notice to Subscribers to Morning Oregonian.

FROM AND AFTER THIS DATE MR. Eugene L. Thorp will deliver and collect for the Oregonian in this city. All bills due must be paid only to him or to the undersigned. E. C. HOLDEN, Agent for the Oregonian. 29-29

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PROGRAMME.

- 1. Selection, band. Tiliard
2. Quartette.
3. Overture, "Caliph of Bagdad" - Bodelien
4. "Yearning" Tenor Solo, Marion
5. Song and Chorus, "The Little Ones at Home"
6. Electric Polka, (with bells accompanied)
7. Soprano solo.
PART SECOND.
1. Galop De Concerte, band - Procho
2. Recitation
3. Cornet solo - Halroul
4. Piano solo, "Alce" - J. Ascher
5. Duetto, "Robin Run"
6. Soprano Selection, W. Ganz
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